

To-day's
Advertisements.

VICTORIA REGATTA.

TUESDAY, the 19th and WEDNESDAY,
the 20th December.

CAPTAIN AMESBURY having kindly lent the Victoria Regatta Club the American Barque, *Adolph Oberg* as Flagship, the Committee request the pleasure of the Company of the LADIES of Hongkong on Board on the occasion of the ANNUAL REGATTA.

Through the courtesy of the Chief Manager of the DOCK COMPANY, the *Fame* will convey passengers to the Flagship each day, leaving the NEW PRIDDER'S WHARF at 12.30 p.m. and 1 p.m., and returning 10 minutes after the last Race.

The Ladies' Prize will be presented on board the Flagship by Miss POWELL on TUESDAY.

Admission to the Flagship, 5s each day.

A Portion of the Flagship will be reserved for Ladies and their Friends.

TICKETS of Admission may be obtained from the STEWARD, Victoria Recreation Club, or on Board.

By kind permission of Lieut.-Colonel RETALLICK and the Officers, the BAND of the Hongkong Regiment will perform each day.

W. MACHELL,
Hon. Secretary.

VICTORIA RECREATION CLUB.
Hongkong, 15th December, 1899. [1559]

NOTICE.

PURSUANT to Section 23 of Ordinance No. 3 of 1871, the undersigned AUGUSTO JOSE MARIA GOMES whose place of Residence and Service for the last preceding 12 months have been at No. 70, Queen's Road Central, Victoria, in the Colony of Hongkong, and who was lately under Articles of Clerkship to Mr. CHARLES DAVID WILKINSON of No. 70, Queen's Road Central, Victoria, aforesaid Solicitor, hereby give Notice that it is my intention to apply on the 12th day of January, 1900 for my Examination, Admission and Enrolment as an ATTORNEY and PROCTOR of the Supreme Court of Hongkong.

Dated this 12th day of December, 1899.
A. J. M. GOMES.
[1557]

GERMAN CHURCH AND SCHOOL SOCIETY.

THE SCHOOL of the above Society will be OPENED on MONDAY, the 8th January, 1900, at the Hall of the UNION CHURCH and will be under the Personal Supervision of Pastor and Mrs. KRIEGER. As the number of Pupils to be admitted is limited, there are only a few Vacancies and Parents desirous, that their children should join are requested to apply to the Undersigned for all Particulars.

PAUL BREWITT,
Hon. Secretary,
Zeland Street, No. 2.
Hongkong, 15th December, 1899. [1560]

JUBILEE LODGE
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the EVENING at 8 o'clock on MONDAY, the 18th inst. When a short Address will be given by W. R. D. C. ANDERSON, P.D.G.S.W.P., "What Freemasonry Means," Visiting Brother M.M. are cordially invited to attend.

Hongkong, 15th December, 1899. [1558]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 16th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 15th December, 1899. [1554]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 17th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 15th December, 1899. [1555]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain R. W. Almond, will be despatched for the above Port, on MONDAY, the 18th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th December, 1899. [1556]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 18th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th December, 1899. [1537]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPI,"

Captain A. Yribar, will be despatched as above on WEDNESDAY, the 20th inst., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light, and the First class Saloon and State-rooms are situated amidship.

For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents.

No. 6, Beaconsfield Arcade.
Hongkong, 15th December, 1899. [1561]

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-MORROW, the 16th inst., the Range having been lent to "B" Co., HONGKONG VOLUNTEER CORPS.

MONDAY, 15th DECEMBER, 1899.
Hon. Secretary.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Italy, *St. S. Thomas*.

From Madras, *St. S. Lodianna*.

Optional goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 15th December, 1899. [1553]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 15th December, 1899. [1527]

Extinction.

A. S. WATSON & Co., LIMITED.

AS USUAL AT THIS SEASON OF

THE YEAR WE ARE

OFFERING

FOR SALE AN UNIQUE

SELECTION OF THE PUREST

AND BEST

CONFECTIONERY.

FROM THE

SIMPLEST QUALITY

TO THAT OF THE MOST RECHERCHE

DESCRIPTION.

IMPORTED FROM THE LEADING

LONDON AND PARISIAN

HOUSES.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 15, 1899.

NOTES AND COMMENTS.

The War News of the last two days, London dates of the 12th and 13th December is not very comforting. The Stormberg defeat looks uglier than ever. General Gatacre now admits that there was no fault in his guides, that he was not as was in the first instance alleged in his favour, wilfully led into a trap. It was his only apparent justification, and now, on his own confession, he alone is to blame. We hope to hear at an early date that he has been removed from his command. The Boers claim to have captured six hundred and seventy-two prisoners and three guns, and, if the information contained in our evening contemporary's special telegram is correct, the greatest confusion prevailed on the retreat and our own artillery was responsible for the wounding of some of our own men. Gatacre had only, apparently, a brigade with him, and no supports behind him. Where is the rest of his division and why was he pushed forward, or why did he push forward, so far beyond the proper point for the concentration of his division.

General Lord Methuen has been beaten and apparently badly beaten. He would appear, from the first Reuter of the 13th to have attacked the Boers at Spytfontein with the Highland brigade only, to have utterly

failed in his attempt, as was only reasonable if he assayed with only one brigade to turn 12,000 Boers out of a position, so naturally strong and so carefully entrenched as Spytfontein is reported to have been. The attack was made at dawn on Monday last and appears to have continued during the day, the troops holding their own in front of Boer position until dark. Then during the night, apparently, they entrenched themselves but the third telegram issued yesterday shows that on Tuesday morning they were driven out of their trenches by an overwhelming force of the enemy and were compelled to retire on Modder River. We can understand that the pressure on Kimberley was so great and the urgency of the movement for its relief so clear that General Lord Methuen was bound to run some risks, but to attack 12,000 Boers in a strongly fortified position with a brigade (3,000 men), even of the very best soldiers in the world, would only be to court defeat. We may well ask here, where is the rest of Lord Methuen's division. He cannot have left more than a brigade behind him on the Modder.

At Ladysmith, at Kimberley and at Mafeking we are doing very creditably indeed. Colonel Baden-Powell seems to be having a very good time and is undoubtedly making a splendid defence.

There was a report in town this morning early, emanating from the Hongkong Bank officials, that yesterday evening, it was reported in London, that Ladysmith had been relieved. If the relief has been effected, it may have been either that the Boers have retired from Natal or that at least from all portions of it south of Ladysmith, afraid of being caught and crushed between the forces under Buller and the troops in Ladysmith, or because Buller has outflanked them and rendered their position at Colenso unsafe.

We are much obliged to FAIR PLAY for his second letter. We are sorry that we cannot on all points agree with him, but we are not going to discuss or argue out with him the multitudinous questions his letter raises. No two persons will ever take precisely the same view of any series of events. No two persons ever think alike even on much simpler matters than those which are now concentrating the attention of the public on South Africa. We still adhere to our opinion that there should be in the Army, as in the Navy, a public trial when whether through his own fault or by misfortune, a responsible officer suffers defeat or incurs a heavy loss in men or material.

We still, with all respect for FAIR PLAY's opinion on the subject, say that the British army suffered in prestige generally by the mistake at Ladysmith and suffered especially where it was most important to keep up that prestige and that was among the Dutch and native inhabitants of South Africa. Our enemies were encouraged to greater efforts; our friends were discouraged; the wavering were made more unsteady; the belief in the efficiency of the British army as a first class fighting machine was in a measure, and for the time very considerably weakened, and that statement remains equally correct although subsequent events may have done something towards redeeming the character of our army. We would only add that no reflections on the operations of an armed force confined, as were our observations, to a criticism of the officers in command, reflects or is intended to reflect in any way on the soldier. The British soldier has often in the past and will as often in the future fight and win, in spite of the blunders of his leaders but that does not make the blunders less blunders than they would otherwise have been, nor prevent their being criticised and condemned. Risks must be run in all warfare whether afloat or ashore. The man who for an adequate cause runs a risk and succeeds will always, and rightly so, get the full merit of his success. The man who runs a risk and fails will always, so long as the world remains as it is, have to take the consequences. The man who violates recognised rules of conduct in any walk of life must be content to be judged and will always be judged by the results of his actions.

We gave in our columns yesterday a brief account of a daring outrage, perpetrated by some of the desperados who are at present infesting the waters and ports in our immediate vicinity. This outrage appears to have been very carefully planned and carried out in just as cool and deliberate a manner as was that of the *Namoa* seven years ago. The *Namoa* was one of the Douglas steamship Company's Hongkong and Pootchow liners, and on one of her voyages, about 40 armed pirates went on board as passengers, overpowered the crew, shot the Captain, one European Saloon passenger—two or three Malay Quartermasters, looted the steamer and escaped to junk that were waiting for them under the lee of an island not 80 miles from Hongkong.

We have been informed with reference to this later outrage that the Chinese owners of the *Fei On* are quite unaware as to who were the charterers of their launch. Now, we submit that this affair calls for the most diligent investigation by the British authorities, and in due course there should be a most complete exposure of the whole business in order that those who 'go down to the sea in ships,' and into whose hands there are daily entrusted the lives of hundreds of passengers, to say nothing of valuable cargoes, may know exactly how this outrage was carried out, who is to blame for the success which attended the daring venture, what vessels were pirated by the ruffians who took possession of the launch *Fei On* and who, if any, were either killed, wounded, or kidnapped on the vessels 'held up' by the *Fei On* pirates?

We decline to accept as gospel the bald statement that the owners of the *Fei On* did not know who the charterers were. Chinese as a rule do not conduct their business in such a slipshod manner. Unless we are very greatly mistaken it is the custom in such cases to require tangible security to be given by strangers before they are allowed to take over charge of a launch and remove her from, or move her about, in the waters of this colony. There are cases on record where for some reason, other strangers from the mainland who have required the use of a launch for a day or two, have been obliged to obtain security for the good conduct of the charterers, and the return of the vessel in due course, from some shopkeepers, or some well-known Chinese wholesale or retail traders, established in business in this colony.

If on the present occasion, the owners neglected—in face of the well known lawlessness prevalent in the upper and lower waters of the Canton Delta—to take the usual precaution to prevent their vessel falling into the hands of pirates, and if on account of this outrage the Authorities were to put launch owners to the trouble of registering all charters and obtaining 'clearances' at the Harbour Office, they have only to thank the owners of the *Fei On* for the extra trouble and expense thereby incurred.

It is well nigh shocking to realize that it is possible—after all the terrible experience of the past few years—for steam vessels to be not only boarded in the Colony by armed ruffians—as was the case in respect of the never-to-be-forgotten *Namoa* piracy—but even chartered by pirates and taken out on the high seas for the sole purpose of pirating trading vessels.

It is, we should say, small comfort to most of us to learn that only Chinese craft were pirated by the ruffians in charge of the *Fei On*. It goes without saying that they would have looted any foreign vessel they chanced to meet if they thought, or knew, the risk of defeat and capture was infinitesimal. And it does not yet seem to be certain that foreigners have not suffered at the hands of these daring marauders. The Chinese trading, or with Hongkong, are entitled to the same consideration as foreigners, and very effective steps should be taken to afford them protection against a repetition of the *Fei On* outrage.

The meagre details to hand show that the pirates caused the engineer of the *Fei On*, to continue the performance of his duties in the engine-room department, and yet we are told that in respect of one of the vessels looted "there were indications that the launch had gone alongside another launch and had transferred from her a portion of her cargo." Now, it is well known that in nine launches out of ten the engineer can easily see what is going on around his vessel, and it is reasonable to assume that the engineer of the *Fei On* knows very well whether a launch was "held up" and also probably the name of the pirated launch and the port whence she sailed from and her destination.

We are also told that after the loot had been transferred to boats near the Boca Tigris "the passengers below hearing nothing to alarm them forced their way up from below and found the pirates had left the launch." What was the engineer doing if he failed to inform the imprisoned passengers the moment the pirates had got a safe distance from the *Fei On*? It would have been a simple matter for him to have set them free. Then, why was there any necessity for "getting up steam"? Surely there was steam enough in the boilers when the pirates left to move the launch at fair speed.

In conclusion allow us to urge the masters, officers and engineers of coasting steamers to see to it that they are as fully prepared to suppress an attack as they were for a few weeks, possibly a few months after the terrible *Namoa* piracy. Chinese New Year is now close upon us and scores and hundreds of Chinese, as is their wont at this season of the year, are now making for their homes with their valuables and savings. It is therefore clear that at the present—in view of the undoubted presence of desperate characters in our midst, and large numbers of them killing and looting in the waters of the Delta—it is time that the utmost vigilance should be exercised.

There is reason to fear that a few years of immunity from attack has lulled a good many into a sense of security which is not justified by circumstances and facts. At one time steamers were inspected by detectives before leaving Hongkong. How many vessels nowadays adopt that simple precaution? It may not be a perfect precaution, but it is better than none at all.

TELEGRAMS.

MORE CHINESE DUPLICITY.
(FROM OUR SPECIAL CORRESPONDENT.)
TIENTSIN, December 15th.

The Chinese have again broken faith. Concessions have been granted to a Belgian Syndicate for the railway from Lukachow to Peking. I am afraid Russia scores in this.

Received 2.00 p.m.
Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

Attack by the Kimberley Relief Force Repulsed.

LONDON, December 15th.

General Methuen wires that the Highland Brigade attacked the enemy's position at dawn on Monday. The attack failed owing to the stubborn resistance of the enemy and the heavy fire, but the troops held their own in front of the enemy's entrenchments until dusk. General Methuen is now entrenching.

The Boer force is estimated to have been 14,000 strong. The British loss was great and includes General Wauchope killed. Two hundred and ninety-three of the wounded have arrived at the Orange River Station.

Mafeking.

News from Mafeking dated 4th inst. state that shelling continues with increased effect and no serious damage has been done.

LATER.

Hongkong Volunteer Gazette.

The War—Natal.

General Barton's brigade has occupied a strong position three miles South of Colenso, unopposed.

The Boers have evacuated Gaborone.

Cape Colony.—The Stormberg Reverse.

General Gatacre exonerates the guide who was a local policeman. The missing Northumberland's amount to 300 including Major Sturges. General Gatacre has fallen back on Skeritroom.

Reinforcements.

The Government has requisitioned the *Gascon* to convey 1,600 troops to the Cape on Saturday and the *Gaika* takes 1,600 on Friday.

Transport Ashore.

The transport *Denton Grange* is ashore at Las Palmas.

The War.

Kimberley Relief Column.

General Methuen in a despatch dated Tuesday states that on the morning of that day the Boers occupied trenches in great strength whereupon he retired in perfect order on the Modder River.

WEATHER REPORT.

The Observatory report says—

On the 15th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. Pressure is highest, apparently, between the E. coast of China and W. Japan. Gradients moderate, with strong monsoon in the Formosa Channel and N. part of the China Sea. FORECAST—Fresh to strong N.E. winds; cloudy, some drizzling rain or mist.

LOCAL AND GENERAL.

REGATTA HOLIDAYS.

The Money order office will be closed on the 19th and 20th inst. at noon.

ATTENTION is directed to the closing of the money order office on the 19th and 20th inst. at noon those days being Regatta days.

TO-MORROW afternoon on the Happy Valley, in the first round for the Hongkong Football Challenge Shield "A" Company, R. W. F., will play 38th Company, R.A. Kick-off at four o'clock.

MONEY ORDERS BY FRENCH MAILS.

In consequence of the departures of the French mails having been altered to noon on Mondays instead of on Saturdays, the money order office will not be opened for the sale of Money orders on those days until Noon.

THERE will be a football match on Saturday, the 16th inst., between the Engineers and the 25th Co., S. D. R. A. Kick-off at 4 p.m. prompt.

The following will play for the Engineers:—Goal, Moore; Backs, Dyer and Henderson; Half-backs, Ritchie, Wilson and Tuohy; Forwards, Duncan, McKennie, Smillie, Galt, and Henderson.

LEGISLATIVE COUNCIL.

We give below the remainder of the proceedings at the Legislative Council, which through want of time and space we were obliged to hold last night.

The papers concerning the Hongkong Volunteer's services, rendered during the occupation of the New Territory, were placed on the table by the Hon. the Colonial Secretary.

The Hon. T. H. Whitehead, pursuant to notice asked the following question:—

With reference to Government Notifications Nos. 653 and 664 of 28th inst., will the Honourable the Colonial Secretary inform the Council whether the Sanitary Board in future is to be constituted in accordance with The Public Health Ordinance No. 24 of 1887, sections 4 and 5, and if the nominated members are as formerly to be unofficial members of the civil community?

The Hon. the Colonial Secretary answered. The Sanitary Board will be constituted under the provisions of Ordinances 24 of 1887 and 9 of 1895. The Governor has nominated in addition to Mr. Osborne, Major Brown, R.A.M.C., Messrs. Fung Wa Chuen, Chan A. Fook, and the Medical Officer of Health.

THE DANGEROUS GOODS ORDINANCE.

The Hon. the Attorney General moved the second reading of this Bill.

The Hon. the Colonial Secretary said before proceeding with this Bill he would like to draw the attention of the Council to the fact that a letter had been received from the Chamber of Commerce stating that great objection was raised by certain people in the Colony, against one clause of the Bill. He wished therefore to propose that the second reading of the Bill be postponed until this clause had received further consideration. The Hon. the Attorney General not raising any objection the second reading was postponed.

THE NEW TERRITORIES LAND COURT ORDINANCE.

In moving that this Bill be referred to the Standing Law Committee the Hon. T. H. Whitehead said that a number of amendments and suggestions had reached him a few minutes before the Bill was brought forward. He thought it would be a good idea to give the Bill a second reading and to refer it to the Standing Law Committee.

Dr. Ho Kai, in moving that it was a very important Bill and that he thought time would be saved by acting on the Hon. members proposition.

H. E. the Governor said the Bill was very important, and that he quite agreed that it was desirable that it should be considered by the Standing Law Committee and that they should report on it as soon as possible—if possible before the next meeting of the Council.

Mr. Whitehead said he would lay the amendments before the Committee without delay.

The Colonial Secretary drew attention to the absence of Mr. Keswick, who is a member of the Committee.

The Act. Attorney General asked when Mr. Keswick would return.

Mr. Whitehead—I understand next week.

H. E. the Governor asked if it was necessary to wait for Mr. Keswick as he was not a legal man.

The Act. Attorney General said that the Bill would have to be read through in Committee of Council unless

Intimations.

PHOTOGRAPHIC
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Quot Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. (11394)

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-
THE VICTORIA DISPENSARY,
HONGKONG.

1247a] **PETER SYS' WONDERFUL SPECIFIC.**

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHEA, HEMORRHOID and ULCERATION
of the COLON.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

by
THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1899.

[1242]

SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN
Capital: £ 300,000
Head Office: 13, Avenue Malignon, Paris

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Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels
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CONTRACTORS
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WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:-

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong. [138]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured at 2/6 and
4/6 per package, of the principal Chemists and
Merchants throughout the world. In ordering,
the purchaser should state which of the three
numbers he requires, and observe that the
word "THERAPION" appears on the Government
Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by **A. S. WATSON & Co., Limited**
Hongkong, China and Manila. [199]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES
FLUID
THE BEST
DISINFECTANT

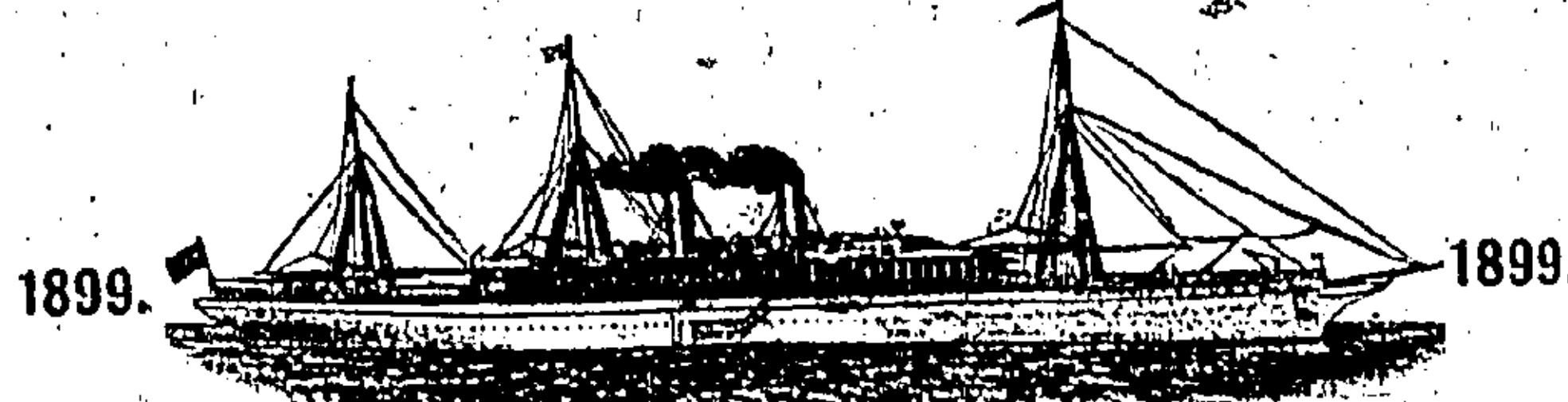
AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE:



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 20th Dec., 1899

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointment and Cuisine are unequalled.

For further information, Maps, Guide, Book, Rates of Passage, &c., apply to
The Company's General Agent,
Hongkong, 27th November, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOREA,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Saint Irene... [3377] W. Attree... Dec. 30.
City of Dublin... [3328] J. R. Rae... Dec. 30.
Breconshire... [3567] G. E. Elliott... Jan. 13.

Also
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire... [2874] W. A. Evans... Dec. 23.
Aberdeen... [3777] J. Murray... Jan. 27.

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.
Passengers in EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points; and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODD & CO., LIMITED.
General Agents.
Hongkong, 14th December, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Strathgyle... [5023] about Dec. 30
Carlisle City... [3003] about Jan. 10
Belgian King... [5379] about Jan. 20
Carmanthshire... [2925] about Jan. 31

THE Steamship
"STRATHGYLE"
will be despatched for SAN DIEGO VIA
Kobe, YOKOHAMA and HONOLULU,
on SATURDAY, the 30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to points beyond San Francisco, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Francisco.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 11th December, 1899. [1330]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship
"COROMANDEL"
Captain F. W. Vibert, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 23rd
instant, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 9th December, 1899. [1330]

Mails.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	KOBE and YOKOHAMA	THURSDAY, 21st Dec., at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 23rd Dec., at 4 P.M.
FUTABA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Dec., at 4 P.M.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 29th Dec., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1899.

NORDEUTSCHER
LLOYD.



HAMBURG-AMERIKA
LINE.

(Freight Service.)

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA	HAVRE and HAMBURG.	About 7th January. Freight and Passage.
Fuchs	(LONDON with transshipment in HAMBURG)	About 15th January. Freight.
AMBRIA	HAVRE and HAMBURG.	About 22nd January. Freight.
Burmeister	(LONDON with transshipment in HAMBURG)	About 29th January. Freight.
WITTENBERG	HAVRE and HAMBURG.	About 30th January. Freight and Passage.
Madsen	(LONDON with transshipment in HAMBURG)	About 30th January. Freight and Passage.
*SLESIA	MARSEILLES, HAVRE & HAMBURG	
Behrens	(LONDON with transshipment in HAMBURG)	

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 27th Jan., 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 22nd Feb., 1900, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 3rd January, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU; and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACI-
FIC, UNITED PACIFIC, DENVER and
RIO GRANDE, and NORTHERN PACIFIC
RAILWAY, also the CANADIAN PACIFIC
RAILWAY on payment of £4 in addition to
the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 14th December, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 21st Dec., at Daylight.

THE Company's Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st instant, at Daylight.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

